

LOCAL AND GENERAL.

STEAMERS PASSED SUEZ CANAL.

(Supplied through Reuters.)
 Outward Route.—Hollandia, July 2; S. S. *Midland*, July 6; *London*, July 13; *Germany*, July 20; *Prussia*, July 27; *Italy*, August 3; *Spain*, August 10; *France*, August 17; *Germany*, August 24; *Prussia*, August 31; *Italy*, September 7; *Spain*, September 14; *France*, September 21; *Germany*, September 28; *Prussia*, October 5; *Italy*, October 12; *Spain*, October 19; *France*, October 26; *Germany*, November 2; *Prussia*, November 9; *Italy*, November 16; *Spain*, November 23; *France*, November 30; *Germany*, December 7; *Prussia*, December 14; *Italy*, December 21; *Spain*, December 28; *France*, January 4, 1898; *Germany*, January 11; *Prussia*, January 18; *Italy*, January 25; *Spain*, February 1; *France*, February 8; *Germany*, February 15; *Prussia*, February 22; *Italy*, February 29; *Spain*, March 6; *France*, March 13; *Germany*, March 20; *Prussia*, March 27; *Italy*, April 3; *Spain*, April 10; *France*, April 17; *Germany*, April 24; *Prussia*, May 1; *Italy*, May 8; *Spain*, May 15; *France*, May 22; *Germany*, May 29; *Prussia*, June 5; *Italy*, June 12; *Spain*, June 19; *France*, June 26; *Germany*, July 3; *Prussia*, July 10; *Italy*, July 17; *Spain*, July 24; *France*, August 7; *Germany*, August 14; *Prussia*, August 21; *Italy*, August 28; *Spain*, September 4; *France*, September 11; *Germany*, September 18; *Prussia*, September 25; *Italy*, October 2; *Spain*, October 9; *France*, October 16; *Germany*, October 23; *Prussia*, October 30; *Italy*, November 6; *Spain*, November 13; *France*, November 20; *Germany*, November 27; *Prussia*, December 4; *Italy*, December 11; *Spain*, December 18; *France*, December 25; *Germany*, January 1, 1898; *Prussia*, January 8; *Italy*, January 15; *Spain*, January 22; *France*, January 29; *Germany*, February 5; *Prussia*, February 12; *Italy*, February 19; *Spain*, February 26; *France*, March 5; *Germany*, March 12; *Prussia*, March 19; *Italy*, March 26; *Spain*, April 2; *France*, April 9; *Germany*, April 16; *Prussia*, April 23; *Italy*, April 30; *Spain*, May 7; *France*, May 14; *Germany*, May 21; *Prussia*, May 28; *Italy*, June 4; *Spain*, June 11; *France*, June 18; *Germany*, June 25; *Prussia*, July 2; *Italy*, July 9; *Spain*, July 16; *France*, July 23; *Germany*, July 30; *Prussia*, August 6; *Italy*, August 13; *Spain*, August 20; *France*, August 27; *Germany*, September 3; *Prussia*, September 10; *Italy*, September 17; *Spain*, September 24; *France*, October 1; *Germany*, October 8; *Prussia*, October 15; *Italy*, October 22; *Spain*, October 29; *France*, November 5; *Germany*, November 12; *Prussia*, November 19; *Italy*, November 26; *Spain*, December 3; *France*, December 10; *Germany*, December 17; *Prussia*, December 24; *Italy*, December 31, 1897; *Spain*, January 7, 1898.

YVESSES PASSED ANJER.

Outward Route.—Hollandia, July 2; S. S. *Midland*, July 6; *London*, July 13; *Germany*, July 20; *Prussia*, July 27; *Italy*, August 3; *Spain*, August 10; *France*, August 17; *Germany*, August 24; *Prussia*, August 31; *Italy*, September 7; *Spain*, September 14; *France*, September 21; *Germany*, September 28; *Prussia*, October 5; *Italy*, October 12; *Spain*, October 19; *France*, October 26; *Germany*, November 2; *Prussia*, November 9; *Italy*, November 16; *Spain*, November 23; *France*, November 30; *Germany*, December 7; *Prussia*, December 14; *Italy*, December 21; *Spain*, December 28; *France*, January 4, 1898; *Germany*, January 11; *Prussia*, January 18; *Italy*, January 25; *Spain*, February 1; *France*, February 8; *Germany*, February 15; *Prussia*, February 22; *Italy*, February 29; *Spain*, March 6; *France*, March 13; *Germany*, March 20; *Prussia*, March 27; *Italy*, April 3; *Spain*, April 10; *France*, April 17; *Germany*, April 24; *Prussia*, May 1; *Italy*, May 8; *Spain*, May 15; *France*, May 22; *Germany*, May 29; *Prussia*, June 5; *Italy*, June 12; *Spain*, June 19; *France*, June 26; *Germany*, July 3; *Prussia*, July 10; *Italy*, July 17; *Spain*, July 24; *France*, August 7; *Germany*, August 14; *Prussia*, August 21; *Italy*, August 28; *Spain*, September 4; *France*, September 11; *Germany*, September 18; *Prussia*, September 25; *Italy*, October 2; *Spain*, October 9; *France*, October 16; *Germany*, October 23; *Prussia*, October 30; *Italy*, November 6; *Spain*, November 13; *France*, November 20; *Germany*, November 27; *Prussia*, December 4; *Italy*, December 11; *Spain*, December 18; *France*, December 25; *Germany*, January 1, 1898; *Prussia*, January 8; *Italy*, January 15; *Spain*, January 22; *France*, January 29; *Germany*, February 5; *Prussia*, February 12; *Italy*, February 19; *Spain*, February 26; *France*, March 5; *Germany*, March 12; *Prussia*, March 19; *Italy*, March 26; *Spain*, April 2; *France*, April 9; *Germany*, April 16; *Prussia*, April 23; *Italy*, April 30; *Spain*, May 7; *France*, May 14; *Germany*, May 21; *Prussia*, May 28; *Italy*, June 4; *Spain*, June 11; *France*, June 18; *Germany*, June 25; *Prussia*, July 2; *Italy*, July 9; *Spain*, July 16; *France*, July 23; *Germany*, July 30; *Prussia*, August 6; *Italy*, August 13; *Spain*, August 20; *France*, August 27; *Germany*, September 3; *Prussia*, September 10; *Italy*, September 17; *Spain*, September 24; *France*, October 1; *Germany*, October 8; *Prussia*, October 15; *Italy*, October 22; *Spain*, October 29; *France*, November 5; *Germany*, November 12; *Prussia*, November 19; *Italy*, November 26; *Spain*, December 3; *France*, December 10; *Germany*, December 17; *Prussia*, December 24; *Italy*, December 31, 1897; *Spain*, January 7, 1898.

THE BAND OF THE WEST YORKSHIRE REGIMENT.

The Band of the West Yorkshire Regiment will play the following programme at the Officers' Mess on Sunday evening, 15th August:—
 1. March—Hollandia, July 2; S. S. *Midland*, July 6; *London*, July 13; *Germany*, July 20; *Prussia*, July 27; *Italy*, August 3; *Spain*, August 10; *France*, August 17; *Germany*, August 24; *Prussia*, August 31; *Italy*, September 7; *Spain*, September 14; *France*, September 21; *Germany*, September 28; *Prussia*, October 5; *Italy*, October 12; *Spain*, October 19; *France*, October 26; *Germany*, November 2; *Prussia*, November 9; *Italy*, November 16; *Spain*, November 23; *France*, November 30; *Germany*, December 7; *Prussia*, December 14; *Italy*, December 21; *Spain*, December 28; *France*, January 4, 1898; *Germany*, January 11; *Prussia*, January 18; *Italy*, January 25; *Spain*, February 1; *France*, February 8; *Germany*, February 15; *Prussia*, February 22; *Italy*, February 29; *Spain*, March 6; *France*, March 13; *Germany*, March 20; *Prussia*, March 27; *Italy*, April 3; *Spain*, April 10; *France*, April 17; *Germany*, April 24; *Prussia*, May 1; *Italy*, May 8; *Spain*, May 15; *France*, May 22; *Germany*, May 29; *Prussia*, June 5; *Italy*, June 12; *Spain*, June 19; *France*, June 26; *Germany*, July 3; *Prussia*, July 10; *Italy*, July 17; *Spain*, July 24; *France*, August 7; *Germany*, August 14; *Prussia*, August 21; *Italy*, August 28; *Spain*, September 4; *France*, September 11; *Germany*, September 18; *Prussia*, September 25; *Italy*, October 2; *Spain*, October 9; *France*, October 16; *Germany*, October 23; *Prussia*, October 30; *Italy*, November 6; *Spain*, November 13; *France*, November 20; *Germany*, November 27; *Prussia*, December 4; *Italy*, December 11; *Spain*, December 18; *France*, December 25; *Germany*, January 1, 1898; *Prussia*, January 8; *Italy*, January 15; *Spain*, January 22; *France*, January 29; *Germany*, February 5; *Prussia*, February 12; *Italy*, February 19; *Spain*, February 26; *France*, March 5; *Germany*, March 12; *Prussia*, March 19; *Italy*, March 26; *Spain*, April 2; *France*, April 9; *Germany*, April 16; *Prussia*, April 23; *Italy*, April 30; *Spain*, May 7; *France*, May 14; *Germany*, May 21; *Prussia*, May 28; *Italy*, June 4; *Spain*, June 11; *France*, June 18; *Germany*, June 25; *Prussia*, July 2; *Italy*, July 9; *Spain*, July 16; *France*, July 23; *Germany*, July 30; *Prussia*, August 6; *Italy*, August 13; *Spain*, August 20; *France*, August 27; *Germany*, September 3; *Prussia*, September 10; *Italy*, September 17; *Spain*, September 24; *France*, October 1; *Germany*, October 8; *Prussia*, October 15; *Italy*, October 22; *Spain*, October 29; *France*, November 5; *Germany*, November 12; *Prussia*, November 19; *Italy*, November 26; *Spain*, December 3; *France*, December 10; *Germany*, December 17; *Prussia*, December 24; *Italy*, December 31, 1897; *Spain*, January 7, 1898.

THE O. & C. CO.'S S. S. *Doric*.

The O. & C. Co.'s s. s. *Doric*, with mails etc., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki, and Shanghai, on 27th July.
 The C. P. R. Co.'s s. s. *Empress of India* left Vancouver for Yokohama, on Monday afternoon, the 2nd August.
 The P. M. Co.'s s. s. *China*, with mails etc., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki, and Shanghai, on the 6th Aug.
 The N. K. s. s. *Oni-Maru* left Kobe for this port via Nagasaki, on the afternoon of the 10th Aug., and is expected to arrive here on the 17th Aug.
 The C. N. Co.'s s. s. *Reichardt* from Australia left Port of Spain for Darwin on the 10th August, and may be expected to arrive here on or about the 18th Aug.
 The P. & O. Co.'s s. s. *Orinda* left Singapore for this port on the 11th Aug. at 1 p.m.
 The E. S. *Clayton*, from Middleburg, London and Straits, left Singapore for this port on the evening of 11th Aug.
 The N. P. Co.'s s. s. *Victoria* arrived at Yokohama from Tacoma on the 10th Aug.
 The M. Line s. s. *Maria Rickmers* from Antwerp and Hamburg, passed the Canal on the 22nd July, and may be considered due at Singapore on or about the 13th August.
 The N. G. L. s. s. *Letimoro* left Bombay for this port on the 9th Aug., and is due here on or about the 20th Aug.

Latest Arrivals.

The C. P. R. Co.'s s. s. *Empress of China*, from Hongkong, arrived at Amoy at 9 a.m., on the 12th Aug., and left again at 6 p.m. of same day for Shanghai.
 The C. P. R. Co.'s s. s. *Empress of Japan*, leaves Shanghai at 10 a.m., on the morning of 13th Aug., and is due in Hongkong on the morning of 17th Aug.
 The s. s. *Lightning*, from Calcutta, left Singapore for this port on the afternoon of 13th Aug.
 The Austrian Lloyd's s. s. *Melpomene*, left Singapore for this port on the afternoon of 13th Aug.
 The delivery of the French Mail was begun at 4.10 p.m.
 The steamer *Toku*, which arrived to-day, from Liverpool, when off the island of Suva, lost her boatwain, G. Bell by name, bad weather prevailed at the time, and he was missed. It is supposed that he was washed overboard.
 The sailing ship *Aberdeen*, which arrived to-day from New York with a cargo of case oil, reports that on June 19, in Lat. 41-S., Long. 62 E. a heavy gale was experienced. A heavy sea shipped over her stern washed away the wheel-house, and Captain A. Nichols had both legs broken and received other injuries from which he died about ten hours afterwards. The mate and second mate and two seamen received injuries, but not of a serious nature. The mate, Captain Park, brought the vessel to Hongkong.

At the Supreme Court.

In Summary Jurisdiction, to-day, His Honour A. G. Wise, Paines Judge, delivered judgment in the suit Messrs Johnson, Stokes and Master v. Messrs Grossman and Co., in which the plaintiffs claimed \$339.50 for fees for work done and money expended as solicitors for the defendants for which signed detailed bills were delivered to the defendants on 10th March. Mr B. L. Denys appeared for the plaintiffs, Mr J. F. Reese represented the defendants. His Lordship gave judgment for the plaintiffs for the full amount claimed, including \$84. amounts paid into Court, and costs.

Verdicts at the Dock.

At the City of Rio, Hain, Straits, Tientsin, Aberdeen, (None).
 Compositum.—West York, Tacoma.

Patent Moulds.

Patent Moulds, (None).
 Compositum.—West York, Tacoma.

Patent Moulds.

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Patent Moulds.

Patent Moulds, (None).
 Compositum.—West York, Tacoma.

WASHINGTON TELEGRAM.

On the 27th July, in the parish of Tondo, Manila, two native women named Telefora Concepcion and Estefania Maglira died at the respective ages of 103 and 112 years.

We note that the Chinese Bibliographical Dictionary, upon which Dr Herbert A. Giles has been engaged for some time past, will contain about 2,500 separate articles.

The Band of the West Yorkshire Regiment.

The Band of the West Yorkshire Regiment will play the following programme at the Officers' Mess on Sunday evening, 15th August:—

The Messengers Maritimes new steamer.

The Messengers Maritimes new steamer *Leas* made a pretty show this afternoon as she steamed into the harbour. She is a smart looking craft somewhat resembling the model adopted for the other steamers of the Company, but is of much larger dimensions, and is painted white. She was flying an exceptionally large tricolour, as if she were justly proud of the record established between Saigon and Hongkong of 68 hours. The *Leas* carries the French mail of 16th July. On her trial trip she steamed 19 knots an hour. The vessel is 466 feet in length with a width of 51 feet. Her engines are 7,500 horse power, and she is fitted with twin screws. Her gross tonnage is 6000. The arrangement of saloons and cabins is similar to the *Ernest Simons*, the first class saloon being placed amidships on deck and the music room, and first class smoking room on upper deck.

By special request, the Lilliputians produced.

By special request, the Lilliputians produced Audran's comic opera, "Le Mascoite," at the Theatre last night, before a good house. This delightful opera appears to be a favourite with the children themselves, as well as with Hongkongites, as was evidenced by the smiling faces of the little artists. The enchanting music was sung with fine spirit, and some pretty groupings of the chorus and principals were very effective. It is unnecessary to particularise as everyone contributed a full share to the success of the opera. Alf Goulding and Willie Stewart created considerable amusement by their adaptation of some local lingo to the libretto. Encores were frequent, and bouquets, boxes of sweets and other presents were lovingly bestowed on the little ones. To-night the Company appear in their latest and most pronounced success "The Mikado," and we would advise those who have not seen the children in this opera to pay a visit to the Theatre either to-night or to-morrow night, as we can guarantee a splendid treat.

The Hongkong Hotel Co., Limited.

The following is the report of the directors to be presented at the ordinary meeting of shareholders, to be held at the Company's Hotel, at noon on Saturday, 21st August:—
 In accordance with section 53 of the Articles of Association, the directors have now the pleasure to submit to the shareholders their half-yearly report for the six months ending 30th June, 1897.

Accounts.

The profit on working account for the half-year amounted to \$18,644.39, as compared with \$35,489.82 for the corresponding six months of 1896, being an increase of \$16,845.43, or of 22.33 per cent over the profit on the working account for the same period of 1895.

Including a balance of \$447.38 brought forward from 31st December, 1896, the profit and loss account shows a credit balance of \$19,091.77 (after transferring out \$1,800 to credit of repairs and renewals account and writing off \$378.08 on account of bad debts and sundry items, as compared with \$22,024.45 at credit of the account on the 30th June, 1896, and \$6,698.33 at credit on 30th June, 1895).

The directors propose, with your sanction, to deal with the balance of \$19,091.77 as follows:—
 To pay a dividend of 3 per cent, for the half-year, absorbing... \$13,318.50
 To write off from value of furniture and fixtures... 5,000.00
 To carry forward to new account... 13,473.20

The Directors think it prudent to carry forward.

The Directors think it prudent to carry forward the balance of \$13,473.20 in view of the fact that the profit of the latter half of the year has in past years invariably fallen short of the profits for the six months ending 30th June.

Business.

The increase in the profits for the past half-year has been mainly due to economies effected, and, in a minor degree, to a longer season for visitors.

The bar business has latterly increased owing to the improvements effected in that department and the acquisition of the refrigerator, which has been in successful operation for the past four months. The improvement, however, still falls far short of what may be hoped for when Pender's Wharf is reconstructed, and the landing traffic, so long diverted, is again brought back into its accustomed channel.

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THREATENING THE CAPTAIN SUPERINTENDENT OF POLICE.

At the Magistracy to-day, before Mr H. E. Wodehouse, An Young Wai, hawker, who was arrested last night by a Chinese detective in the Old Victoria Hotel, was charged that he unlawfully did conspire, with other persons not in custody, feloniously to send to one, Francis Henry May, a certain letter directed to the said Francis Henry May, by the description of Head of Police, demanding money from the said Francis Henry May with menaces, and without any reasonable or probable cause, then at that time well knowing the contents of the said letter, on 11th inst., at Victoria in this Colony.

George Kemp, Inspector of Police, asked for a remand for a week.

Francis Henry May, Captain Superintendent of Police, said:—On 11th August at 9 a.m., I went into my office at the Central Police Station, and found an envelope (produced) lying on the table. It is a Chinese envelope with Chinese writing on it. It was addressed to the 'Head of the Green Cloths,' which is the ordinary slang term for the Head of Police. It came through the Post, and has a Hongkong five-cent stamp on it. It has two Post Office stamps bearing the dates of 10th August. There is nothing on the envelope to show from whom or where it came. I opened it. It contained three Chinese documents which I produced. The documents are of a threatening nature and are stamped with the names of three different people. I charge the defendant with conspiring with others not in custody to write these three documents.

Prisoner pleaded not guilty.

The case was adjourned till 20th August, at ten o'clock.

THE LIGHT DUES COMMISSION.

The following letter has been handed to us for publication. Mr Herbert Smith and Mr John Thurnham, the commercial members of the Commission, have resigned; and the letter printed below contains Mr Smith's reasons for his action:—

Hongkong, 12th August, 1897.

Sir,—I have the honor to state, for the information of His Excellency the Governor, that I have resigned from the Commission appointed, under date of the 5th June last, to enquire generally into the charges levied by the Government on shipping frequenting the waters of the colony and the items of expenditure or other charges on the revenue of the Colony incurred by the Government in the interests of shipping. My reasons for so withdrawing have been fully stated to the Chairman and members of the Commission, and are very fully recorded in the minutes of the proceedings, but, as the discussion was rather prolonged and ranged over a wide range of topics, I think I may as I can, the motives that have influenced me in declining to take any further part in the enquiry.

The enquiry originated out of a demand by the shipping interest, that 'light dues' should be levied on the actual cost of the maintenance and upkeep of Light-Houses, and should not be levied in aid of the general revenue of the Colony. His Excellency the Governor, in his despatch to the Secretary of State of the 15th January last, treating this as an administrative question, and not a question of principle, has recommended that the Commission should be appointed to enquire into the matter, and to report to the Secretary of State.

His Excellency's first movement was to refer the question for examination and report to three officers of the colony, who were to make a report on the subject, and to submit it to the Secretary of State. The enquiry then proceeded, and the majority of the members have determined, being eight of the Secretary of State's letter and of the true object of the enquiry, to limit it in such a way that no practical result could be attained, and that the Commission should be limited to a report on the subject of light dues, and not on the general revenue of the Colony.

I had in my letter of 14th June, to take exception to certain paragraphs in that commission which seemed to me to go far beyond the terms of Mr Chamberlain's despatch, and which, in my opinion, were incapable of becoming the subject of any enquiry at all. The Governor was so good as to reply to my request, and to inform me that the Commission was to be limited to a report on the subject of light dues, and not on the general revenue of the Colony.

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I had in my letter of

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**CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.**

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
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SAFETY—SPEED—PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

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EMPRESS OF JAPAN...Comdr. GEO. A. LEE, R.N.R. WEDNESDAY, 29th Sept./97
EMPRESS OF CHINA...Comdr. H. PYBIE, R.N.R. WEDNESDAY, 27th Oct./97

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Hongkong, August 11. 1897.

D. E. BROWN, General Agent.
PEDDER STREET. 159

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Commencing 1st May, and continuing through the Summer, Round Tickets can be purchased to Banff, including Berth in Sleeping Car and Meals on the Railway journey from Vancouver, at the equivalent of £60. The Ports of Call are HANGHUA, NAGASAKI, KOBE, YOKOHAMA, VICTORIA, B.C., and VANCOUVER, and permission is granted to STOP-OVER at any Port and continue by a subsequent

BANFF.—This popular resort, charmingly situated amongst the Peaks and Glacier of the Rocky Mountains, in the Canadian National Park, is justly celebrated for its natural Hot Sulphur and Mineral Springs, magnificent scenery, and clear, invigorating air. The large and well-appointed Hotel stands 4,500 feet above sea level, providing every facility for breaking the journey at any intermediate place in British Columbia to make excursions into the Rocky Mountains.

its guests with all modern comforts and luxuries, also a steam-launch, rowing boats or canoes for making excursions on the river and numerous lakes in the vicinity, where excellent fishing and shooting is obtainable.

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SECOND EDITION
HISTORY OF THE CHURCHES OF BURMA
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AND THE WORLD.

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FROM ONE DOLLAR TO ONE HUNDRED DOLLARS IN ONE HUNDRED DOLLAR BILLS	TO ONE HUNDRED DOLLARS IN ONE HUNDRED DOLLAR BILLS
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